ANOTHER PLOT.

Rumors of Plans to Blow Up the Winter Palace.

GORTSCHAKOFF IN GRACE.

The Executive Committee of the nihilist party in Russia issued on the day following the Czar's return to St. Petersburg a most violent proclamation. The party now avows that the late diabolical attempt was made by their order. The following is the docu-

made by their order. The following is the document:—

PROM THE EXECUTIVE COMMITTEE.

On the 19th of this month, on the Moscow and Kursk Railway, by order of the Executive Committee, an attempt was made on the life of Alexander II. by means of an explosion. The attempt failed. We do not find it convenient to publish at the present time the reason of the failure. We are convinced that our agents and our party will not be dishoartened at the failure of the attempt, but will gain from it a new experience, a lesson of precaution, and at the same time fresh consciousness of their own power and of the possibility of a successful issue. Addressing ourselves to all honest Russian citizens who value liberty, to whom the national will and the national interests are sacred, we once again point to Alexander II, as the personification of a despicable despotism, of all that is cowardly and sanguinary. The reign of Alexander II, from the beginning to the ond is a lie, in which the famous emancipation of the serf ends with Makoff's circular. From the commencement to the end it has been 'devoted to the consolidation of the classes hostile to the people and the destruction of everything by which the people was never so contemptuously disregarded and trampled on. The present reign has supported by every means all those who rob and oppress the people, and at the same time eystematically exterminated all who are honest and devoted to the nation. There is not one village that has not supplied martyrs who have been deported to Siberia for supporting communal interests and for protesting against the administration. From among the intelligent classes host housands drag in an interminable string to Siberia to the mines, exclusively for having served the cause of the people in the spirit of liberty, and in order to attain a higher level of civil development. This ruinous process of extermination of every independent element is at last simplified. Alexander II. is the usurper of the nation's right, the main pillar of reaction, the chief au eparate and comparatively unimportant episodes n the struggle are attended. We want general sup-out in order to break up despotism, and return to the people its right and authority. We demand and

THE FETE OF ST. GEORGE. On the 8th the usual great military parade on the asion of St. George's Festival came off beside the Winter Palace at St. Petersburg. The troops, who suffered considerably from the intense cold, began muster about eleven o'clock in the forenoon, tak ing up position as usual in two lines, the infantry ing in front, with the cayalry behind. The Emeror, accompanied by a brilliant suite, appeared nortly after midday, and said a few words in recognition and praise of their order and efficiency. After worshipping in the Palace church His Majesty passed the troops in review, and after the parace he again attended religious service in St. George's Hall. Once more appearing before the troops His Majesty thanked them for their proficiency, and expressed his confidence that they would do good service whenever called upon in the future to do so. The troops replied with enthusiastic cheers. In the evening a grand banquet wan spread in the Winter Palace, which was attended, among others, by all possessors of the Order of St. George resident in St. Petersburg. The first toast was proposed by the Czar, in honor of the oldest knight of the Order, his unalterable friepd, the German Emperor, who had worn the St. George's Cross for sixty-five years, and to whom he wished health and happiness for many years to come. The toast was drunk with enthusiastic cheers, while the attendant military band struck up the German national anthem. The Emperor then asked for a further bumper for the wearers of the St. George's Order of all classes in doing ition and praise of their order and efficiency.

astic cheers, while the attendant military band struck up the German mational anthem. The Emperor then asked for a further bumper for the wearers of the St. George's Order of all classes, in doing which his Majesty praised the valor and endurance displayed by his young soldiers in the late Russo-Turkish war. He was proud, he said, that the youthful element in the army and navy had demeaned themselves as stubbernly as their older and more seasoned comrades. Finally, the Emperor expressed the wish that Russia might pursue the path of development, which was the path of peace, thus becoming happy and glorious. All present responded to these hopetul utterances with long continued cheers, which were renewed with equal enthusiasm when the Minister of War proposed the health of His Majesty the Emperor.

ANOTHER PLOT MAINET THE CAM.

A report was published in Berlin on the 12th of December that another diabolical plot to blow up the CZar in his own paiace had been discovered. Rumors of the kind were current there the day before, and a communication to the National Zeitung there, a journal which, despite its liberal tendencies, enjoys distinguished Russian patronage, seems to support the rumor. Horror, says this inspired authority, at the abominable Moscow crime has scarcely subsided, without even the authors of it being cautured, when a fresh attempt of the kind, more frightful than all the others, was discovered and baffled on the very day selected for its execution. Immeniately after the affair at Moscow the Emperor Alexander received a copy of a printed proclamation of about the following import:—That though he had, indeed, escaped death this would yet overtake him if he did not repose all his rights in the hands of a national assembly, for the Winter Palace and he would be together blown up into the air." The most searching investigations in St. Petersburg at first gave mo result, but on Saturday—the execution of the terrible

the hands of a national assembly, for the Winter Palace and he would be together blown up into the air." The most searching investigations in St. Petersburg at first gave no result, but on Saturday—the execution of the terrible threat being appointed for the vame night—a man was arrested in Maschkoff Penulk, not far from the Winter Palace, who, however, obstinately refused to give any account of himself. In his residence was tound a number of electric batteries of the most approved construction, and a map of the Winter Palace, of which every corner and piece of furniture was drawn with the utmost exactitude. A quantity of dynamite was also found on the premises. Some correspondents think, however, that the story was concorded for export purposes exclusively. Numerous arrests are reported to have been made, however. Great exc.tement exists at St. Po-creburg. The number of gendarmes and policemen has been largely increased, and they increasantly patrol all the streets, chiefly near the Winter Palace, fresh attempts on the Czar's lite being expected. Rumors are current that the most audacious of the nihilists have formed themselves into a league and bound themselves by oath to avenge Solovieff, by numering the Czar. To check these shinsier plans it is said that the most respectable of the ritizons will enroll themselvesas special constables, remaining always in the Czar's immediate neighborhood to protect him.

In Moscow rumors are prevalent of the arrest of the engineer who drew the plan of the mine which was exploded on the night the Czar arrived there. He refuses to give his name, but he is thought to be an engineer named Sascha, who had charge of the subterrancan works that were constructed at Kherson, and who stole several millions of rubies and immediately afterward decamped. No trace of the real perpetrators of the crime has yet been dissovered. That the Czar's train was not injured by the explosion is, indeed, duo only to its preceding and not following the usual broke train. This change, however, was not

PARIS UNDER THE SNOW.

SNOW FROM THE STREETS-HINTS TO THE STREET CLEANING COMMISSION.

The Paris correspondents of the London papers evote much space to the unusual aspect of Paris under the snow. Says one:-"The American metesnow storm. They further predict that the winter will be abundant in snow. The wisest thing to do on as usual. An American farmer will build a sleigh easily in a day, single-handed. If the French market gardeners and dairymen only knew how easy it was they might bring their milk and vegetables to market as usual, and cries of mourning would not be heard at the central one who has not seen can imagine how Paris is up set by the snow, and how thoroughly unprepared over the whole area of the city is not to be dealt little by little a slippery horse-path is being cleared france a day, let us say, working with shovels and scrapers, and about eight hundred cartloads of snow, each painfully drawn by three or four horses are daily discharged into the Soine, which, with its

lecbergs and snow blocks, resonables a miniature Polar sea. The cost of this labor is maturally out of all proportion to the results obtained, which are almost nit. The removal of this small quantity of snow will cost the municipality thousands of francs, and if the severe weather continues it will cost millions. If this sum were employed in the building of rough sleighs, not only might the snow be removed rapidly, but the nuncipality might make mosely by letting out sleighs to hundress people. If the climate is to become middle distribution of the control of the climate is to be minicipal conneillors of Paris ought to seize the idea with eagerness."

Less For HE ARMY.

Another correspondent writers:—"The Municipal Council of Paris held a long sitting yeaterday, in the course of which some very interesting information concerning the weather and the poor was furnished by the salministrators of the city. The question was opened by M. Engelhardt, who asked if it was not opasible to obtain the assistance of the garrison of Paris to clear away the snow.

"M. Alphand, the Director of Works, replied that the administration had applied to the War Minister for horses and whiches, but that the latter that the work would be too dang-rous for the horses; he had humself been obliged to superpand the usual orderly service of the garrison on account of the anow. As regarded the military, the War Minister said it was impossible to take the soldiers, most of whom had just enfered the service, away from their exercises without gravely compromising the efficiency of the army. M. Alphand then proceeded to answer the complaints made about the delay in removing the snow. He said it was impossible, as had been proposed, to get rid of the snow by aweeping it into the sewers after having thawed it by means of steam. If that were done the sewers would be immediately rrozen, and when the thaw arrived Paris would be invalidated and the delay in removing the snow. He said that any other than the summary of the summary of the summary of the

THE PETITION FOR DIVORCE AGAINST SIGNORA BAIMONDI MADE BY THE HERMIT OF CAPRI-

On the 10th inst was to be discussed before the Court of Appeal in Rome the application of General Garibaidi for the annulment of the marriage which took place in 1860, at Fino, in the province of Como, between him and the Signors Giuseppins Raimondi. The Rome correspondent of the Dully News gives abrief remed of the comparsa (showing), presented to the Court on behalf of the General, by his counsel, the advocates Maucini and Bussolini. General Giuseppe Garibaidi, of whom (so runs the document) Italy is justly proud, was on the 10th of June, 1879, compelied to transmit an act of citation to the Signors Giuseppins Raimondi, in order that the civil tribunal of Rome might pronounce the annulment of the marriage uniortunately contracted by religious rite between her and the General on the 24th of January, 1360. The terms by which in the said citation the annulment of the marriage was craved were as follows:—

That under date January 21, 1860, a time when AN ITALIAN CAUSE CELEBRE.

as that of the Signora Raimondi, holding as inadmissible the evidence of the Signora—evidence adduced by the General to prove that "the marriage having been solemnized General Garibaldi, under the impression of a grievous discovery, absented himself from Fino," and that "there never took place between him and the Signora Raimondi azy conabitation, connection or contact of any kind from that lay to this." The grounds on which the tribunal held the evidence to be inadmissible were two—first, because such evidence is directed to elicit from the confessions of the woman facts unfavorable to herself; second, because, even though her confession had been affirmative, they would not have sufficed to furnish proof for the annulment of the marriage. Against this finding General Garibaldi appealed.

The showing of the advocates Manchri and Bussolini amply demonstrates that the consent of the Signora Raimondi to that marriage there was none—not, indeed, because the General would not have been an honorable match for any woman, but because it was a matter of notoriety in the province of Como that the Signora Raimondi was at that time enamored of a young military officer, Caroli by name, and that her wish to marry this man was senside, and that her wish to marry this man was senside, and she was made to consent to her union with Garibaldi at the urgent instance of her natural father, the Marquess Giorgio Raimondi, Of this Marquess the showing gives a brief sketch. To a strange and searcely credible prodigality he united a monomanis for outward grandeur, having slaways imagined himself on terms of the closest intimacy with sovereigns, and claiming for himself as a right every position of rank, admity or title that civil society has to offer. This form of lunacy has, in fact, led to his seclusion for some years. From this it may be inferred with what alsority he coerced Giusoppina to marry General Garibaldi, the legendary hero of the age. Having demonstrated the nullity of the marriage having the woman's consent to it, the advo

ECHOES FROM ABROAD.

London Truth :- "That Mr. Gladstone must be the to dwarf his individuality. So long as he retains his

It having repeatedly been stated that orane is greatly on the increase in Paris, a Hasas note which is going the round of the French papers contradicts this assertion, and declares that nothing can be more inaccurate. According to this note, in two months and a half circumstantial accounts of thirty-two crimes were published in the journals of the capital which only existed in the too vivid imaginations of the writers.

Mr. Labouchere says:—"A friend of mine, who was staying with Mr. Gladstone at a country house in Scotland during the late campaign, tells me that his physical endurance was absolutely wondrous. He never seemed to tire. One day that he had to go by carriage and train to make a speech he set off at an early hour, made his speech, was interviewed by a large number of persons, on his way back made a couple of short incidental speeches of about half an

eight the next morning he started off for another heavy day's work."

Prince Metternich's posthumous memoirs from 173 to 1815, published by his son, Prince Richard Winneburg, were to have made their appearance on the 4th or 5th inst., in three languages, in London, Paris and Vienna simultaneously. The delay has been caused by the fact that the English translation is not quite ready. The memoirs were written partly in French and partly in German, so that the task of rendering them from one of these languages into the other was a light one when compared with that of preparing an entirely new volume. The conditions are that the publications shall be simultaneous, so MM. Plon and Braunmulier are obliged to wait until Mr. Bently can produce his edition.

London Truth:—"Every week brings some some and ally, Yakoob Khan, has been esized and carried away with a great show of secreey to India, somewhat after the fashion of the Duc d'Enghien. Let us hope the unfortunate wratch will not find Peshawur the Golgoths that the Bourbon prince found Vincennes. But Lord Lytton seems in a wild mood. Long and rigorous imprisonment has probably reduced Yakoob to semi-imbecility, and we ought to have taken his true measure before we placed him on the throne. We are simply reaping the dragon's teeth that we were tools enough to sow in our precipitate haste to make the best of things. As to the political immorality of our transactions with this country and its ruler it is shameless, scandalous and indefensible."

political immorality of our transactions with this country and its ruler it is shameless, searchalous and indefensible."

Blanqui has done a good many absurd things in his day, but in his last proposition he completely out-Herods Herod. This is nothing less than a demand, made at a lecture at Putcaux, that each of the convicted communists should receive an indemnity of ten francs a day, the sum to be paid out of the pockets of the inembers of the ex-National Assembly while those of the present deputies who did not vote for the plenary amnesty should also be muleted if the sum obtained should prove insufficient. Blanqui's proposition is that this payment should date from the day of concemnation of each amnestied communist. Reckoning the number of these people at 6,000 they would be entitled, for the period between say 1872 and the beginning of 1879, to a round sum of 161,000,000f. Surely Blanqui's suggestion, the logical justice of which will commend it to many of his compatitots, furnishes quite an argument sgainst a plenary amnesty.

A Roman correspondent writing on the 10th inst. thus describes the winter in Italy:—"We hear terrible tidings of the weather both north and south of us, deep snow stopping the trains in Lombardy, heavy snow in Naples: the privileged Roman knows nothing of such troubles. We have hard frost, indeed "malatina parms cautes jam frigora mordent," even as was the case 2,000 years ago, but it is dry, cheery, wholesone co.d. and the country is feeling benefit from it. We have very good accounts of the getting in of the seed for next year's crops. However, it must be teared that the winter will be exceptionally hard for the lower classes. Already we have tidings from various places of bread riots. At F-enza bread was forcibly taken from the shops, several arrests were effected, and it became necessary for strong patrois to perambulate the city. At F-enza bread was forcibly taken from the shops, several arrests were effected, and it became necessary for strong patrois to perambulate the city

AN OCEAN TRAGEDY.

MATE AND A FELLOW SAILOR ON BOARD SHIP AND ARE SHOT DOWN BY THE CAPTAIN.

Brooklyn, where a Herallo reporter boarded her yesterday. She showed no trace of distress from her voyage of fifty-nine days, and but for a terrible story on the ship's log, and the fact that four of the fifteen men who sailed in her falled to reach New York, there was nothing to show that the vessel's deck had been the scene of a mutiny and a bloody Stefano Farrando, who commands her, is a stalwart, active man, about forty years old, below the medium height, but very bread across the shoulders, and with a determined look, which is rendered almost ferocious by his huge beard and mustaches. He was disincined to tell the full story of the mutiny at first but by diet of presistant questioning. tiny at first, but by dint of persistent questioning the outlines of it were drawn from him at length.

The bark left Savona on October 26, laden with board, smong whom were Gregorio Pedro Irene, of Hollo, and Antonio Aredundo, of Manilla, both sea" men. Nothing worthy of note occurred until mid deck a few minutes when Gregorio sprang at him and atabbed him with a stiletto. The blow was aimed at the heart, but, although there was no chance for a struggle, the mate struck the other's hand as it fell, and the blow miscarried. The blade possed in a little below the heart, inflicting a dangerous wound, but fortunately not a fatal one. The knife was raised again, but Pinchattl, with a desperate effort, flung his assailant off, throwing him to the dock a dozen feet away. Then, fearing to clinch with an armed man white unarmed himself, he turned and ran to the cabin. The noise attracted the attention of the second mate, antonio Marchesia, who had not yet gone to sleep, and he rushed out on deck to see what the trouble was. Gregorio met him as he came out, and with a single blow of his stiletto killed him instantly. Arata Edwardo, a seaman, whose bunk was close to the hatchway, heard the noise of scuffling feet and Pinchatti's involuntary cry, and reached the deck in time to see Marchesia fall, as Gregorio drew his dripping halfe from his breast. The boy Edwardo (he is hardly more than a boy) stood for an instant, howror stricken, and then, with a boy's courage, grappled the murderer. At his heart also a blow was struck, but again Gregorio missed his mark, and Edwardo was only wounded. He clung to the elder man in desporation, and was badly cut on the fingers of both hands. He was forced to let go after being severely cut several times, but the noise of the straggle had aroused all on board, and the deck was presently alive with men. Gregorio, on releasing himself from Edwardo's grip, ran aft, toward the captain's cabin, with his stiletto still in his hand, but before resoluing the cabin door he was confronted by the captain himself, who carried a revolver in his hand. The seaman asw it, and with an Italian's dread of firearms turned and ran.

and in a tow moments both the mutineers were dead.

The only witnesses of their death were the men they had tried to kill, and the only record of what they said when dying is that made by the captain. He says they avowed that their intention was to kill all on board and take possession of the bark and of a large sum in gold, which they supposed to be on board. There seems to be no reason to doubt the correctness of this story, but the gentleman in charge of Messra. Funch, Edyo & Co.'s counting room, when applied to yesterday for additional particulars, said that the firm in a certain way stood in the relation of counse! to the captain, and that no particulars would be given until after the case had been put in the hands of the Italian Consul. This, he said, would be done to-morrow morning, and in

CARRIAGE TOUTS.

TO THE EDITOR OF THE HERALD:-

Among the American institutions I would gladly understand the back system in New York is one. To interstand the sack system in New York is one. To a stranger reaching New York, tired after a long journey, the offer of a tout to get a carriage or a coupé is inviting, as promising to save trouble. But what I would like to understand is how these follows make a living, and, also, "how acape they" not agues but kicking, "in the devil's name." I suppose every one who has hired them has equally found them wanting, and all men are not equally Lest Saturday evening, arriving, at five minutes past ten, at the Desbrosses street ferry, I was feelish enough (having had a very long day's work) to accept a tout's offer to get me a car-riage. Arrived at the other side, he hands me over to a man, with the genial remark, "Put this man into a carriage," which the man (the other man) accordingly did, and there, for aught I know, I might have remained till this hour; but there are limits even to my zeal in investigating your institutions, so after waiting ten minutes for a driver I inconti-nently left that carriage. I was forthwith captured unfortunately the coupé had already one occupant who naturally enough preferred to ride alone, which myself five minutes in that coupé with him, yet would not have cared to say so much. Then some half dozen backmen proffered their services, though only one really had a decent carriage to offer.

I never expected to find anything to admire very greatly in the London cab system, but of a truth I begin to think that instead of being, as I used to imagine, a discredit rather than otherwise to the great metropolis, it is a system to be gloried in by Englishmen. All evils are comparative. Yet in England I am looked upon as one who can see no faults in transatlantic arrangements because I have ven-tured to tell my countrymen that they have to learn from you how to make railway travelling comfort able.

RICHARD A. PROCTOR. ELMIRA, Dec. 23, 1879.

THE WORLD'S FAIR.

An address to the people of the United States has been prepared by Mr. H. G. Stebbins, chairman of the committee appointed for that purpose at the World's Fair Convention held in this city on June 18 and 19, 1879. The address sets forth the origin of the World's Fair scheme and claims the suggestion of the United States Board of Trade to have preceded all other movements. At a convention held on March 12, 1879, New York was recommended as the place for the fair and 1833 as the time, it being the centennial anniversary of the end of the war for independence. An organization was effected April 9, 1879, by the appointment of a committee of twenty, selected from all trades and industries. This committee, subsequently increased to 300, was completed by the election of Colonel Stobbins as president, and also of four vice presidents; George W. Debevoise, treasurer, and W. H. C. Price, secretary. Committees on sites and national logislation were also formed. Upward of two hundred delegates from States, Territories and various organizations met in convention at the St. Nicholas Hotel by invitation of the citizens' organization. The Convention appointed D. H. Uhl, of Ohio, president. Vice presidents were also appointed to represent each State. The subject of the World's Fair was fully discussed and the time (1883) and place (New York) decided upon. It was also decided that the fair should be held under one commission, created by an act of place for the fair and 1883 as the time, it being the

Congress, authorizing their appointment. Invitations to co-operate were extended to the West Side Association of New York, the Citizens' Committee of Brooklyn, and the Committee of Twenty, of which Mr. Hilton is charman. All promised to indorse and co-operate in the Convention's plans but the last named organization. A resolution was adopted increasing the committee from 300 to 550, and changing its name to the World's Fair Committee. Since the Convention progress has been reported by the various sub-committees. The Committee on National Legislation reports that it is prepared to present the bill to Congress at an early date, and the Committee on Sites reports having several locations under consideration.

FLYING FEATHERS.

FIRST COCKING MAIN OF THE SEASON-NEW

Nexts,
Despite the tempestuous weather the sporting
world was well represented on Long Island on Tuesday night at the first cooking main of the season
fought in this State. Pit fighting has been going en
with more or less interest since Thanksgiving, but
the attendance has generally been slim and the stock
shown scarcely up to the standard. At this main,
nowever, much was expected, and the attendance to
witness the struggle between New York and Brooklyn was unexpectedly large. The birds shown were lyn was unexpectedly large. The birds shown were nearly all black-reds, picked up from various runs, filling the feeding coops was shown during the night by four runaway chickens in cloven battles. The terms of battle were that each side should show 13 chickens from 3 ibs. 12 oz. to 5 ibs., and fight all that weighed in for \$20 a side and \$200 the oud fight. At the hour appointed, nine P. M., the birds were eleven o'clock before the match list for eleven battles was hung in the pit. New York won the toss

FIRST BATTLE.-Two black-reds. Brooklyn's bird s all through, in consequence of a cut throat early in the fight, the battle being finally won by the choking of the bird from the City of Churches. This victory made the Gothsmites jubilant, and they offered \$16 Some of the Brooklynites warily took, a few bets, but

fought to judge better of their stock.

SECOND BATTLE.—The light weights at 3 lbs. 12 os. its more doughty opponent. Time, 5m., 48s. New York, 2; Brooklyn, 0. Neither party felt clated over this battle, as there had not been much money staked on it. Brooklyn, however, was somewhat excited and for the next battle bet heavily, taking all that

SEVENTH BATTLE.—Two black-reds, at 4 lbs. 3 oz., made a very preity fight, the odds of battle, which at first were in favor of Brooklyn, completely turning. The latter forced the fighting all through, till, cut to pieces, it lay down and was counsed out. Time, 11m. 7s. New York, 3; Brooklyn, 4.

EIGHTH BATTLE.—Two black-reds, at 4 lbs. 2 oz., made a terrible fight, each bird showing good game quality and keeping close to work, till Brooklyn became blind in both eyes and New York in one. A chance shot finally killed the Brooklyn for representative. Time, 4m. 33s. New York, 4; Brooklyn, 4. A cheef from the Gothamites, the first noise heard in the main, marked the close of the fight, as every one expected the contrary result. The cdds on the main, with but few takers, were now, as at first, \$10 to \$8 on New York.

ight for speed at the opening, both birds being cut down to the carpet inside of three minutes, and then the battle was won by handling. Time and again New York lost the count by a peck from Brooklyn, and finally, through a miscount, transferring the call to Brooklyn, the latter won the fight at last, Time, 23m. 17s.

BROOKLYN "L" RAILROAD.

Attorney General Schoonmaker obtained an order last week from Judge Pratt, of the Supreme Court of Kings county, discontinuing the suit brought by the People against the Brooklyn Elevated Railroad Company. At the time the order in question was obtained an order to show cause why he should not Company. At the time the order in question was obtained an order to show cause why he should not be sujoined from discontinuing the suit was pending. Subsequently Judge Prat changed the order so that the Attorney General was called upon to show cause why the order of discontinuance should not be vacated. Yestorday Mr. Stickesy, who appears for the motion, argued the question before Justice Gilbert, of the Suprems Court. He claimed that Jefferson Jackson, the plaintiff in the suit against the railroad, has not consented to the discontinuance of the suit, and the order of discontinuance should therefore be vacated. Plaintiff began the suit to forfeit the charter of the defendant. He contended that the grounds of action were that the company had not built its road within two years, as had been provided by the terms of the charter. The manner of the construction of the road was injurious and ruinous to the streets and public property. Counsel contended that the Attorney General had no right to discontinue the suits against the railroad company, and the people and the defendant ought to lave gone on until a judgment had been rendered. Counsel said he had a petition of 500 property owners along the line of the road, who represented property estimated to be worth at least \$4,000,000, and the signers were opposed to the discontinuance of the suits. Mr. Stickney read an anidavit, made by himself, setting forth that the Attorney General told him on two occasions that the suits against the company, were brought under a misapprehension as to who was the party defendant. He though it was another railroad company.

Mr. Thousen opposed the motion and stated that Jefferson Jacksou's name was added as plaintiff without the consent of the Attorney General. He declined to be attorney for Mr. Jackson and nad discontinued the action. Judge Gilbert took the papers and reserved his decision.

RAPID TRANSIT TO MOUNT VERNON.

The Citizens' Association of Mount Vernon held a The Citizens' Association of Mount Vernon held a meeting on Tuesday evening to adopt measures to secure the advantages of rapid transit communication between New York and Mount Vernon. A map prepared by the authorities of New York, showing the line of the several routes of the contemplated rapid transit communication north of the Harlem River, was produced at the meeting. One of the routes fixed upon would have its terminus at the eastern extremity of Woodlawn Cemetery and within one mile of the central part of Mount Vernon. The people of Mount Vernon are anxious that the line should be extended to that village, and a committee was appointed to take the preliminary steps to accomplish that object.

PARDONED BY THE PRESIDENT.

Daniel Dickerson, a respectably connected youth Daniel Dickerson, a respeciably connected youth of Newark, was convicted in October, 1878, of emberzing funds of the Manufacturers' Bank, where he was employed as a clerk. He had carried off some \$16,000 and squandered it in all sorts of ways. With Dickerson was tried and sentenced Josiah L. Wertz, an accomplice, who had helped him to spend the stolen money. Dickerson was sentenced to ten years in State Prison and Wertz to five years in the Penitentiary. The evidence against the latter was merely circumstantial. On Tuesday a pardon for Wertz was received from President Hayes and he was liberated in time to spend Christmas with his friends.

The HERALD has received \$2 from Little Alice for the little ones under the care of the Sisters of St. Dominic, No. 304 East Seventy-eighth street.

CAPTAIN EADS' PROJECT.

The Panama Ship Railroad Scheme Described by Its Projector.

RAPIDITY AND CHEAPNESS OF CONSTRUCTION

Improvement in the Danube's Bed Compared with Those on the Mississippi.

for the improvement of the Mississippi Biver, arrived yesterday from Europe on the steamship Germanic, and a reporter of the Henalo found him at the Albemarie Hotel in the afternoon, partaking of a rather late lunch and busy also with preparations for continuing his journey to St. Louis in the even-ing. He, however, found time to say that he had been absent from the country about four months, and then proceeded to interview the reporter as to whether General Grant would take the presidency of the Nicaragua Canal Company, what were These questions appeared to be answered to the ticulars of his visit to Europe.

He said:-"One of my principal objects was to visit the Suez Canal, and a great and important work it is. I was furnished every facility by the authordone to enable me to make my inspection complete No one can see this great work without having most unqualified admiration for the genius of I de Lesseps. It is, as everybody knows, a canal dr through a sandy desert, encountering very litt rock, and the engineering difficulties must hav been very great. I am glad to say that it is a su that of the previous year, but it is still gaining greatly in favor with the maritime public."

"I understand you paid a visit to Hungary, Captain; had that anything to do with your official concetion with the improvement of the Mississip

corned. I paid all the expenses myself. My object was to obtain information there that might be appli-cable to the Mississippi River scheme. The facility for the examination of the Danube and the Theiss rivers. He afforded me an opportunity for the examination of the plans adopted by that govern-ment for the improvement of those rivers, and I found that in all important particulars the plans were the same as those of the Hungarian engin district it drains. The Danube bears some analogy to the Mississippi, but the Theise

its own head; crazed by the blow, it followed up Brooklyn so closely that at the end of 5m. 45s., it had that bird dying on the carpet, thus winning the main for New York, the score standing—New York, 6; Brooklyn, 4.

ELEVENTH BATTLE.—Both black-reds; New York getting the odds in weight, showing one at 4 lbs. 1 oz. to Brooklyn, 3 lbs. 15 oz. This was as moking fight for speed at the opening, both birds being cut down to the carpet inside of three minutes. enter the port of New York can be transferred, when fully loaded, with absolute asfety across the Isthmus on a railway constructed for the purpose within twenty-four hours from the moment they are taken in charge in one sea until they are delivered into the other, ready to depart on their journey. It would not be noessary to have any steeper grades than those on our chief lines of railroads. The roadbed need not be over forty feet wide nor have more than eight or ten rails laid upon it to sustain the car or cradie upon which the ship is placed. The vessel would be litted from the sea to the level of the road by a lock or other hydraulic device. The lock would be twice the length of the ship, and only one-half of its length would be deep enough to receive the ship from the sea. The bottom of the other half of the lock would be at the sea level, and on this the railway would commence. Into the upper part of the lock the cradie to carry the ship would be run and the gates at the land end would then be closed. The ship would then be floated into the deep end of the lock and the sea gates closed, after which water would be admitted to fill the lock to a height sufficent to float the ship on the car to the upper lift, after which the water would be drawn off and the gates of the land end opened, and the car and its burden would be then started on its journey by rail. At the other end of the road the car would be run into a similar lock, the gates closed over the track and those at the sea end or the lock closed also. This being done, the lock would be ready for filling, after which the ship could be floated off the car find moved to the deep end of the lock. The water would then be allowed to escape from the lock, the ship lowered to the ocean lovel, those gates opened and the vessel would be then ready to resume her voyage in the other sea. That is my plan, as I stated it before I went to Europe, and my observation of public works there and conversation with eminent engineers have only confirmed me in my belief of i

mands of commerce at the istante of come."

"It might be of interest to the readers of the Hexald," said Captain Eads, "if I mention a matter which I had almost forgotten in my anxiety about the Isthmus and the Mississippi. I visited Szegedin, the city in Hungary where the inundation occurred. It is scarcely possible to exaggerate the misery is has caused. Out of 6,600 houses which the city contained only 600 remain."

INSTITUTION FOR THE BLIND.

A meeting of the members of the New York Insti-A meeting of the members of the New York Insti-tution for the Blind was held yesterday afternoon for the election of twenty managers and three in-spectors of election. The entire Board of Managers of 1879 was re-elected for the ensuing year, the of 1879 was re-elected for the ensuing year, the members being as follows:—Augustus Schell, president; Robert S. Homo, vice president; William Whitewright, treasurer; Theodorus Italiey Myers, secretary; Smith Clift, James M. McLean, Charles de Rham, Willism C. Schermerhorn, Francis A. Stout, John Treat Irving, D. Lydig Suydam, F. A. Schermerhorn, Peter Marié, William B. Hoffman, Fractrick W. Rhinelander, Frederick Sheldon, Chaudler Robbins, Charles E. Strong, Philip Schuyler and Temple Prince. Last year's inspectors were also re-lected; the following are their names:—Edward Schell, W. A. Hegrinaw and Isaac P. Chambers.